

COMPANY BROCHURE

STATEMENT OF QUALIFICATIONS

TMS Engineers, Inc.

COMPANY DESCRIPTION

TMS Engineers, Inc. is a specialized transportation and traffic engineering consulting firm representing clients that include governmental agencies, civil engineering firms, planning consulting firms, attorneys, private development interests, and architectural firms. Our experience with public and private clients allows us to meet the needs of our clients by providing functional, cost-effective solutions to the unique problems of a project.

Transportation Management Services was established in 2005, with headquarters located in suburban areas of Akron and Cleveland, Ohio. In 2006, the company was incorporated under the laws of the State of Ohio and became TMS Engineers, Inc. Michael W. Schweickart, president of the firm, has over 30 years combined experience in traffic engineering, transportation planning and design, and roadway design. He also has specialized in traffic signal design, timing, optimization, systems analysis and construction management.

Mr. Schweickart has earned a strong reputation for creative problem solving through a solid relationship developed with his clients. This close client relationship has developed through effective communications throughout the course of development for each and every project. Mr. Schweickart has demonstrated the capability in providing quality services at competitive costs. He has also established a solid record of completing projects on time and within budget.

TMS Engineers, Inc. is able to provide specialized technical services unlike any other firm. We maintains a close association with qualified architectural and engineering consultants to provide assistance and additional expertise as projects require.

TMS Engineers is pre-qualified by the Ohio Department of Transportation to provide Safety Studies, Interchange Justification and Modification Studies, Traffic Signal Design and Traffic Signal System Design services.

CONSULTING SERVICES

TMS Engineers, Inc. provides a wide variety of traffic and transportation related services to both the public and private sector in the following areas:

Traffic Engineering

- Traffic Impact Studies
- Traffic Engineering Assistance for Local Agencies
- Conceptual Highway and Intersection Analysis and Design
- Striping and Signing Plans
- Traffic Control Device Inventories
- Traffic Counting
- Pedestrian and Bikeway Facility Design
- Traffic Accident and Safety Studies
- Traffic Calming Studies & Designs
- Interchange Justification and Modification Studies
- Maintenance of Traffic Plans

Traffic Signal Design, Optimization and Management

- Traffic Signal Design Plans
- Traffic Signal System Design
- Traffic Signal Modifications
- Traffic Signal Emergency Vehicle Preemption Systems
- Traffic Signal Railroad Preemption Systems
- Traffic Signal Bus Priority Systems
- Interconnect Systems
- Traffic Signal Construction Management
- Systems Analysis (ODOT 633)
- Simulation, Optimization and Signal Timing Studies
- Traffic Signal System Monitoring and Management

Transportation Planning

- Traffic Modeling
- Site Access and Circulation Studies
- Corridor & Area Planning Studies

TMS Engineers' staff is trained in the requirements of their professional activities. The staff is fully trained in all the requirements outlined in the Manual of Uniform Traffic Control Devices for Streets and Highways, the Ohio Department of Transportation's State Highway Access Management Manual, and in the American Association of State Highway and Transportation Official's (AASHTO) Design Guidelines.

TMS Engineers, Inc. is committed to improving it's technical ability and efficiency through the use of state-of-the-art computer hardware and software, and documentation of analysis and design procedures.

MICHAEL W. SCHWEICKART, P.E.

PROFESSIONAL CREDENTIALS: Registered Professional Engineer Ohio Reg. No. E-56982

Institute of Transportation Engineers PTOE, 1999

ODOT Traffic Academy Traffic Signal Design
Traffic Signal System Design
Safety Studies
Interchange Justification Studies

AFFILIATIONS: Institute of Transportation Engineers
National Society of Professional Engineers
American Society of Civil Engineers
ITS Mid-America

EDUCATION: University of Akron B.S. Civil Engineering, 1986

POST GRADUATE: Northwestern University Traffic Engineering Seminar
Geometric Design Seminar
New York Polytechnic University Highway Capacity Seminar
I.T.E. Strategies to Alleviate Traffic Congestion
Signal Timing Fundamentals
NCHRP Report 500 Seminar
(Reducing Collisions on Horizontal Curves)
Ohio State University Ohio Transportation Engineering Conference
Government Road Liabilities (RTAP)
Traffic Engineering (RTAP)
Traffic Signal (RTAP)
Federal Highway Administration Rural ITS Toolbox (NHI)

PROFESSIONAL EXPERIENCE:

2006	TMS Engineers, Inc., President
2005 - 2006	Transportation Management Services, Owner
1996 - 2005	Traff-Pro Consultants, Inc., Vice President of Engineering
1991 - 1996	Traff-Pro Consultants, Inc., Chief Design Engineer
1978 - 1991	Path Master, Inc., Traffic Engineer
1973 - 1978	City of Middletown, Ohio, Transportation Analyst
1969 - 1973	City of Kettering, Ohio, Traffic Technician

PROFESSIONAL EXPERIENCE:

Since forming his own professional traffic engineering firm of Transportation Management Services in 2005, Mr. Schweickart has been involved in more than 500 traffic impact studies, corridor planning studies, safety studies, freeway interchange modification studies, traffic signal design and timing projects, and street improvement design projects. Mr. Schweickart has also gained expertise in the field of traffic signal design, construction, including systems design, communications design and preemption systems for railroad and emergency vehicles.

Mr. Schweickart has acted as traffic engineer for a number of northeast Ohio communities including the cities of Solon, Westlake and Cuyahoga Falls. This experience has provided a unique look and understanding of traffic and transportation problems that cities encounter on a daily basis.

Mr. Schweickart has been in responsible charge of many large scale design projects, overseeing the work from start to finish. His experience as a project manager, problem solver and consensus builder provides a basis for a successful project.

Unique to Mr. Schweickart is his understanding and experience with complex traffic signal components and systems. His knowledge and experience with a large variety of equipment brands is unparalleled. He is able to monitor city wide systems to report, repair and modify signal operations. He is one of the few individuals who can provide complete services to analyze problems and implement solutions quickly and efficiently. He is intimately familiar and efficient at systems analysis techniques for all traffic signal projects including ODOT specification 633. He maintains a close relationship with both public and private traffic signal maintenance and construction firms to provide assistance for emergency and non-emergency equipment problems.

The following pages list the projects were under Mr. Schweickart's responsible charge. The group of pages provide a representative few examples of some of the major projects that Mr. Schweickart was in responsible charge.

ANDREW B. COMER, P.E.

PROFESSIONAL CREDENTIALS: Registered Professional Engineer Ohio Reg. No. E-70215

AFFILIATION: Institute of Transportation Engineers

EDUCATION: University of Toledo B.S. Civil Engineering, 1999

PROFESSIONAL EXPERIENCE:

2006-	TMS Engineers, Inc., Traffic Engineer
2004 - 2006	Northeast Ohio Areawide Coordinating Agency (NOACA), Traffic Engineer
1999 - 2004	Traff-Pro Consulting, Inc., Traffic Engineer

GERALD A. TOTH, JR.

TRANSPORTATION DESIGN SPECIALIST

AFFILIATES: Institute of Transportation Engineers

EDUCATION: Lakeland Community College Advanced AutoCad, 1992

Electronic Technical Institute A.S. Electronic Technology, 1986

POST GRADUATE: I.T.E Reducing Collisions Involving Horizontal Curves Seminar

Signal Timing Fundamentals Seminar

Ohio State University Ohio Transportation Engineers Conference

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Path Master, Inc Theory, Operation and Implementation of
Video Detection, LED's and UPS Seminar

Workshops Understanding Client Needs

National Traffic Signal Report Card

Adding to your Traffic Engineering Toolkit

PROFESSIONAL EXPERIENCE:

2007-	TMS Engineers, Inc., Transportation Design Specialist
2005 - 2006	HNTB, Inc., Traffic Signal Designer
1997 – 2005	Traff-Pro Consultants, Inc., Traffic Signal Designer
1991 – 1997	Traff-Pro Consultants, Inc., AutoCad Tehnician
1989 – 1991	Mid-American Engineering, Electronics Technician

RONALD V. SABINO

TRANSPORTATION DESIGN SPECIALIST

AFFILIATIONS: Institute of Transportation Engineers, Great Lakes District
International Municipal Signal Association

EDUCATION: University of Akron.....A.A.S. Electronic Technology, 1980
US Army.....Basic Electronics, COMSEC Repair
Miami University.....Coarse work in Commercial Art

POST GRADUATE: I.M.S.A.....Traffic Signal Technician Level II
Traffic Signal Electrician Level II
Traffic Signal Technician Level I
Work Zone Safety
I.T.E.....Safe Routes to School
Path Master, Inc.....Theory, Operation, & Implementation of
Video Detection, LED's & UPS Seminar
TA&V, Inc.....AutoCAD 2006 Training
Leadership Management, Inc.....Effective Personal

PROFESSIONAL EXPERIENCE:

2007-	TMS Engineers, Inc., Transportation Design Specialist
1994-2007	City of Cuyahoga Falls, Chief Technician
1982-1994	County of Summit Department of Environmental Services, Plants and Pumps Maintenance Manager II
1978-1982	County of Summit Department of Environmental Services, Chief Electrician
1977-1978	County of Summit Department of Environmental Services, Electrician
1976-1977	Fotomat, Inc., Electronic Maintenance Lead

Ryan M. Gillespie

TRAFFIC ENGINEER

AFFILIATIONS: Institute of Transportation Engineers

EDUCATION: University of Akron.....B.S. Civil Engineering,2005

POST GRADUATE: Path Master.....Traffic Management Expo
Trafficware, Ltd.....Synchro 7 Seminar

PROFESSIONAL EXPERIENCE:

2008 -	TMS Engineers, Inc., Traffic Engineer
2005 - 2008	Kimley-Horn and Associates, Inc., Transportation Analyst
2003 - 2004	Linnen Co., L.P.A., Law Clerk
2002 - 2003	S.M. Haw Associates, Inc., Engineering Intern

PROJECTS

Project: *Messiah Lutheran School
Traffic Impact Study*

Owner: City of Fairview Park, Ohio

Contact: Mr. Nathan Hessler
Wegman, Hessler & Vanderburg
6055 Rockside Woods Blvd.; Suite 200
Independence, OH 44131
Tel: (216) 642-3342

Description: This project consisted of the evaluation of the vacation of West 215th Street in the City of Fairview Park in order to provide pedestrian and school children safety when crossing the street between school buildings. Messiah Lutheran School proposed to close W. 215th to through traffic in order to provide a plaza where children could cross without conflicts with vehicular traffic. The study analyzed the effects of the closure to determine the impacts of the closure that would result in the re-routing of through traffic to other nearby streets and intersections. The study concluded that there would be negligible impacts to the neighboring residential streets and increased safety for the children.

PROJECTS

Project: *North Lima K-12 School
Traffic Impact Study*

Owner: South Range Local School District

Contact: Mr. James R. Phillips
South Range Local School District
Board of Education
11836 South Avenue
North Lima, Ohio 44452-8557
Tel: (330) 549-5745

Description: This project was for the preparation of a Traffic Impact Study for the proposed construction of a K-12 Combination School in Beaver Township, Mahoning County, Ohio. The site is located between Green Beaver Road to the west, Columbiana-Canfield Road (SR 46) to the east, and West South Range Road (SR 165) to the south.

The school was proposed to consist of 200,000 square foot facility that would accommodate approximately 1,378 students in the grades K-12.

The study concluded that the study area intersections were expected to operate with acceptable levels of service with only minimal increases in the amount of delay experienced based upon the construction and opening of the proposed school except for the intersection of State Route 165 and Green Beaver Road. The southbound approach was expected to operate with an LOS "E" during the PM peak hour. It was determined that the addition of a southbound left turn lane and a westbound right turn lane were necessary to improve the level of service.

The study also concluded that the three intersections serving the access drives for the proposed school are anticipated to operate with acceptable levels of service in peak hour conditions. The analysis of the needs for deceleration turn lanes into the site at the access driveways indicated that an exclusive left turn lane is recommended at the proposed access drive located along Columbiana-Canfield Drive (SR 46).

PROJECTS

Project: *Martins Ferry School District Campus
Traffic Impact Study*

Owner: Martins Ferry Local School District

Contact: Mr. Harry D. Matter
Civil Design Associates, inc.
1760 Brightwood Road
New Philadelphia, Ohio 44663
Tel: (330) 339-4242

Description: This project was for the preparation of a Traffic Impact Study for the proposed construction of an elementary school and combination middle school/high school at the site. The elementary school would have an approximate enrollment of 638 students. The combination middle school/high school would have an approximate enrollment of 1024 students.

The study concluded that the conditions at the intersection of State Route 647 and Campus Access Road are expected to deteriorate with the development of the proposed campus site. The southbound approach at the intersection is expected to experience levels of service "F" and "D" during the AM and PM peak hour conditions, respectively. It was determined that the construction of a traffic signal was necessary to improve the level of service.

PROJECTS

Project: *Ravenna High School
Traffic Impact Study*

Owner: Ravenna City School District

Contact: Mr. William J. Wisniewski
Ravenna City Schools
315 North Walnut Street
Ravenna, Ohio 44266
Tel: (330) 296-7159

Description: This project was for the preparation of a Traffic Impact Study for the proposed construction of a new high school at the site. The school would have an approximate enrollment of 833 students.

The study concluded that the area intersections under study were expected to operate with acceptable delay and levels of service with the full development of the proposed high school.

The proposed access drive was recommended to be constructed to accommodate two eastbound egress lanes. The egress lanes should consist of one left turn lane and one right turn lane. The analysis of the need of a northbound left turn lane was also recommended to be constructed at the high school access drive intersection with North Chestnut Drive. The high school access drive was recommended to be controlled by a stop sign. Signal control was not expected to be needed.

PROJECTS

Project: *Hudson Elementary School
Traffic Impact Study*

Owner: Hudson School District

Contact: Mr. William J. Wisniewski
Ravenna City Schools
315 North Walnut Street
Ravenna, Ohio 44266
Tel: (330) 296-7159

Description: This project was for the preparation of a Traffic Impact Study for the proposed construction of a new elementary school at the site. The school would have an approximate enrollment of 450 students.

The study concluded that the area intersections under study were expected to adequately serve the demands of the peak hour traffic volumes. Signal control for the intersection of Stow and Middleton was not expected to be justified based upon **OMUTCD** warrants for the proposed future conditions.

The analysis indicated that an auxiliary left turn lane for the Stow Road and school access drive was recommended

PROJECTS

Project: *City of Westlake, City Wide Signal Upgrade Project
CUY-20-0.00 (PID 14892)*

Owner: City of Westlake, Ohio

Contact: Mr. Robert P. Kelly, P.E.
Director of Engineering
City of Westlake
27216 Hilliard Boulevard
Westlake, Ohio 44145
Tel: (440) 871-3300

Construction Value: \$2.9 million

Description: This project is the modernization and coordination of traffic signals at 41 intersections along the corridors of Center Ridge Road (US 20), Columbia Road (SR 252), Detroit Road (SR 254), Clague Road (CR 52), Center Ridge Road (CR 58), Hilliard Boulevard (CR 69) and other various locations. The project included the upgrade of traffic signal hardware including vehicular signal heads, mast arm signal supports, pedestrian signals, traffic controllers, vehicular detectors, pedestrian detectors and emergency vehicle preemption. The project also included the installation of a "closed loop" traffic responsive computer system and fiber optic communication cable. A 12 fiber multi-mode backbone was specified for communication between master and local controllers.

This construction project was an efficiency project funded with a Federal grant under the CMAQ (Congestion Mitigation, Air Quality) program at a cost of \$2.9 million.

This project coordinated the timing of traffic signals in seven (7) sub-areas to provide efficient traffic flows, reduce congestion and add to the improvement in air quality for the region. The computerized signal system measures traffic volumes, congestion and speeds and makes automatic commands to implement signal timing.

PROJECTS

Project: *City of Euclid, Traffic Signal Upgrade Project
CUY-6-25.01(PID 11843)*

Owner: City of Euclid, Ohio

Contact: Mr. Monte Carlo
Traffic Superintendent
City of Euclid
585 E. 222nd Street
Euclid, Ohio 44123
Tel: (440) 289-8563

Construction Value: \$2.9 million

Description: This project was the modernization and coordination of traffic signals at 53 intersections along the corridors of Euclid Avenue (US 20), E. 260th Street (SR 175), and Lake Shore Boulevard (SR 283). The project included the upgrade of traffic signal hardware including vehicular signal heads, mast arm signal supports, pedestrian signals, traffic controllers, vehicular and pedestrian detectors. The project also included the installation of a "closed loop" traffic responsive computer system and hard communication cable. A 6 pair shielded copper cable was specified for communication between master and local controllers.

This construction project was an efficiency project funded with a Federal grant under the CMAQ (Congestion Mitigation, Air Quality) program at a cost of \$2.9 million.

This project coordinated the timing of traffic signals along three (3) corridors to provide efficient traffic flows, reduce congestion and add to the improvement in air quality for the region. The computerized signal system measures traffic volumes, congestion and speeds and makes automatic commands to implement signal timing.

PROJECTS

Project: *City of Parma Heights, City Wide Signal Upgrade Project
CUY-42-8.83 (PID 12789)*

Owner: City of Parma Heights, Ohio

Contact: Mr. Daniel Neff, P.E.
City Engineer
City of Parma Heights
6405 York Road
Parma Heights, Ohio 44130
Tel: (440) 884-3100

Construction Value: \$1.9 million

Description: This project was the modernization and coordination of traffic signals at 26 intersections along the corridors of Pearl Road (US 42), York Road (CR 46), Snow Road (CR 254)/Stumph Road (CR 266), Ridgewood Drive (CR 65), and other various locations. The project included the upgrade of traffic signal hardware including vehicular signal heads, mast arm signal supports, pedestrian signals, traffic controllers, vehicular and pedestrian detectors and emergency vehicle preemption. The project also included the installation of a "closed loop" traffic responsive computer system and hard wire communication cable. A 6 pair shielded copper cable was specified for communication between master and local controllers.

This construction project was an efficiency project funded with a Federal grant under the CMAQ (Congestion Mitigation, Air Quality) program at a cost of \$1.9 million.

This project coordinated the timing of traffic signals in four (4) arterial streets systems to provide efficient traffic flows, reduce congestion and add to the improvement in air quality for the region. The computerized signal system measures traffic volumes, congestion and speeds and makes automatic commands to implement signal timing.

PROJECTS

Project: *City of Steubenville, Traffic Signal Upgrade Project
JEF-7/43-15.98/1.09 (PID 10962)*

Owner: City of Steubenville, Ohio

Contact: Mr. David Snelting, P.E.
City Engineer
City of Steubenville
283 S. Lake Erie Avenue
Steubenville, Ohio 43952
Tel: (740) 283-6036

Construction Value: \$2.1 million

Description: This project was the modernization and coordination of traffic signals at 27 intersections along the corridors of Dean Martin Boulevard (SR 7) and Sunset Boulevard (SR 43). The project included the upgrade of traffic signal hardware including vehicular signal heads, signal strain pole supports, pedestrian signals, traffic controllers, vehicular and pedestrian detectors. The project also included the installation of a "closed loop" traffic responsive computer system and fiber optic communication cable. A 12 fiber multi-mode backbone with Kelvar Braid protective armor was specified for communication between master and local controllers.

This construction project was an efficiency project funded with a Federal grant under the Urban M program at a cost of \$2.1 million.

This project coordinated the timing of traffic signals on two (2) arterial streets systems to provide efficient traffic flows and reduce congestion. The computerized signal system measures traffic volumes, congestion and speeds and makes automatic commands to implement signal timing.

PROJECTS

Project: *City of Middleburg Heights, City Wide Signal Upgrade Project
CUY-42-5.46 (PID 12728)*

Owner: City of Middleburg Heights, Ohio

Contact: Mayor Gary Star
City of Middleburg Heights
15700 Bagley Road
Middleburg Heights, Ohio 44130
Tel: (440) 234-8811

Construction Value: \$2.1 million

Description: This project was the modernization and coordination of traffic signals at 39 intersections along the corridors of Pearl Road (US 42), Engle Road (SR 291), Bagley Road (CR 27), Smith Road (CR 64), and other various locations. The project included the upgrade of traffic signal hardware including vehicular signal heads, mast arm signal supports, pedestrian signals, traffic controllers, vehicular and pedestrian detectors and emergency vehicle preemption. The preemption system was designed to be integrated with adjacent communities to provide access to the City hospital. The project also included the installation of a “closed loop” traffic responsive computer system and hard wire communication cable. A 6 pair shielded copper cable was specified for communication between master and local controllers.

This construction project was an efficiency project funded with a Federal grant under the CMAQ (Congestion Mitigation, Air Quality) program at a cost of \$2.1 million.

This project coordinated the timing of traffic signals in four (4) arterial streets systems to provide efficient traffic flows, reduce congestion and add to the improvement in air quality for the region. The computerized signal system measures traffic volumes, congestion and speeds and makes automatic commands to implement signal timing.

PROJECTS

Project: *City of Strongsville, City Wide Signal Upgrade Project
CUY-42-0.00 (PID 14943)*

Owner: City of Strongsville, Ohio

Contact: Mr. Ken Mikula, P.E.
City Engineer
City of Strongsville
18688 Royalton Road
Strongsville, Ohio 44136
Tel: (440) 238-5720

Construction Value: \$2.3 million

Description: This project was the modernization and coordination of traffic signals at 31 intersections along the corridors of Pearl Road (US 42), Royalton Road (SR 82), and other various locations. The project included the upgrade of traffic signal hardware including vehicular signal heads, mast arm signal supports, pedestrian signals, traffic controllers, vehicular and pedestrian detectors and emergency vehicle preemption. The project also included the installation of a "closed loop" traffic responsive computer system and hard wire communication cable. A 6 pair shielded copper cable was specified for communication between master and local controllers.

This construction project was an efficiency project funded with a Federal grant under the CMAQ (Congestion Mitigation, Air Quality) program at a cost of \$2.3 million.

This project coordinated the timing of traffic signals in two (2) arterial streets systems to provide efficient traffic flows, reduce congestion and add to the improvement in air quality for the region. The computerized signal system measures traffic volumes, congestion and speeds and makes automatic commands to implement signal timing.

PROJECTS

Project: *City of North Royalton, City Wide Signal Upgrade Project
CUY-3-1.51 (PID 11841)*

Owner: City of North Royalton, Ohio

Contact: Ptl Michael Maloney
Police Department
City of North Royalton
13834 Ridge Road
North Royalton, Ohio 44133
Tel: (440) 237-8686

Construction Value: \$1.4 million

Description: This project was the modernization and coordination of traffic signals at 22 intersections along the corridors of Ridge Road (SR 3), Royalton Road (SR 82), State Road (SR 94) and other various locations. The project included the upgrade of traffic signal hardware including vehicular signal heads, mast arm signal supports, pedestrian signals, traffic controllers, vehicular and pedestrian detectors and emergency vehicle preemption. The project also included the installation of a "closed loop" traffic responsive computer system and fiber optic communication cable. A 12 fiber multi-mode backbone was specified for communication between master and local controllers.

This construction project was an efficiency project funded with a Federal grant under the CMAQ (Congestion Mitigation, Air Quality) program at a cost of \$1.4 million.

This project coordinated the timing of traffic signals in three (3) arterial streets systems to provide efficient traffic flows, reduce congestion and add to the improvement in air quality for the region. The computerized signal system measures traffic volumes, congestion and speeds and makes automatic commands to implement signal timing.

PROJECTS

Project: *Center Road Relocation Traffic Study*
Preliminary Engineering Impact Study

Owner: City of Avon
36080 Chester Road
Avon, Ohio 44011

Contact: Michael C. Bramhall, City Engineer: (440) 934-7878

Description: A roadway relocation project is proposed for Chester Road in the City of Avon. This project will provide a bypass around a highly congested area and create opportunities for land development.

The City of Avon requested a traffic study to determine the effects of anticipated development with the construction of the roadway relocation.

The study concluded that roadway should be a three lane section with additional turn lanes at the terminal ends of the highway and at major access point into commercial access points. A traffic signal was found to be necessary and warranted at the northern terminal end of the highway. Additional laning and signalization improvements were found to be needed at the southern terminal end.

PROJECTS

Project: *Leavitt Road (SR 58) Corridor Study*

Owner: City of Amherst
206 South Main Street
Amherst, Ohio 44001

Contact: Mayor David Taylor: (440) 988-4380

Description: The City of Amherst initiated an area wide impact study to identify the roadway and intersection improvements necessary to serve the existing SR 58 corridor.

The SR 58 district study area included the entire corridor within the City of Amherst from Cleveland Avenue to Kresge Drive. Some of the intersections within the study area currently operate at poor levels of service and some roadways do not provide sufficient capacity. The purpose of the study is to determine the ability of the corridor to efficiently handle current and projected traffic and to determine necessary geometric and traffic control improvements.

Analysis was performed in the study area and included the effects of the construction of the turnpike interchange with SR 58. Various improvements to the corridor and individual intersections were recommended. This study provides a basis for future planning for the City of Amherst was found to complement safety studies of the area by the Ohio Department of Transportation.

PROJECTS

Project: *City of Solon, City Wide Intersection Safety Study*

Owner: City of Solon, Ohio

Contact: Mr. David Hromco
Director of Public Works
City of Solon
34200 Bainbridge Road
Solon, Ohio 44139
Tel: (440) 349-6730

Description: This project consisted of the evaluation of the 20 top traffic accident locations within the City of Solon. The study provided nine hour turning movement and classification counts, provided engineering collision diagrams, provided existing conditions analysis and capacity evaluations and other needed analyses for special conditions determined by field investigation.

The results of this study were used by the City to plan, program and fund intersection improvements for the next 20 years.

PROJECTS

Project: *City of Brunswick, City Wide Intersection
Safety Study*

Owner: City of Brunswick, Ohio

Contact: Mr. Ryan E. Cummins, P.E.
City Engineer
City of Brunswick
34200 Center Road
Brunswick, Ohio 44212
Tel: (440) 558-6880

Description: This project consisted of the evaluation of the 25 top traffic accident locations within the City of Brunswick. The study provided nine hour turning movement and classification counts, provided engineering collision diagrams, provided existing conditions analysis and capacity evaluations and other needed analyses for special conditions determined by field investigation.

The results of this study were used by the City to coordinate with the Ohio Department of Transportation a Federally funded signal upgrade construction project.

PROJECTS

- Project:** *Richmond Road
Transportation Study*
- Owner:** Villages of Oakwood, Glenwillow and Cities of Solon, Twinsburg, Macedonia and Bedford
- Contact:** Mr. Edward Hren, P.E.
Village Engineer
22999 Forbes Road
Oakwood, Ohio 44149
Tel: (440) 439-1999
- Description:** This project consisted of the evaluation of the Richmond Road corridor from Solon Road to Broadway Road within multiple jurisdictions. The study provided nine hour turning movement and classification counts, provided engineering collision diagrams, provided existing conditions analysis and capacity evaluations and other needed analyses for special conditions determined by field investigation.
- This study was funded from NOACA's **Transportation for Livable Communities Initiative (TLCI)** program. The grant provided these communities with assistance for planning a transportation project in the Richmond Road corridor within their borders.